

measures in Grand Forks, North Dakota and all along the Red River. In the aftermath of the flood, Chuck assembled a team within the Corps to design plans for a permanent flood control project for Grand Forks. He was instrumental in leading efforts to expedite the development of the project reports needed to secure authorization. Without the quick, creative work of Chuck and his team within the Corps, we would have missed a critical window to secure congressional authorization. In recognition of this work, the team received the U.S. Army Corps of Engineers Outstanding Planning Achievement Award for Planning Team of the Year. Thanks to Chuck's dedicated efforts, Grand Forks is now getting the protection it so desperately needs.

In addition to his work in Grand Forks, Chuck has also led efforts to address the ongoing flooding in the Devils Lake Basin. His work has been critical to protecting the future of a town that has experienced eight years of continual flooding. All throughout this process, he has been able to balance a wide range of issues while implementing workable solutions. No matter what the challenge, Chuck has always been able to meet or exceed it.

Chuck's friendly demeanor and genuine sympathetic nature have made him a trusted public servant. He has been wholeheartedly committed to working with North Dakota communities through difficult water problems and challenges. Through tough and daunting times, he has always maintained a level of optimism that has gone unmatched. There is no doubt that North Dakota has been well-served under his leadership.

Above all, Chuck is a valued friend and partner. Chuck will be missed for his personality, remembered for his professionalism, and honored for the positive change he brought to the Corps. After a distinguished career that has spanned more than 32 years, I want to thank Chuck for his service to the Corps and the State of North Dakota. I wish him all the best in his retirement.

INTRODUCTION OF THE FOREIGN TRUCK SAFETY ACT

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. LIPINSKI. Mr. Speaker, I rise today to introduce a bill that I believe is paramount to keeping our highways and byways safe. The Foreign Truck Safety Act would mandate that all foreign trucks at our southern border be inspected if they have not passed inspection in the previous twelve months. This is necessary because last week a North American Free Trade Agreement (NAFTA) dispute panel ruled that our southern border with Mexico should be opened to unfettered cross-border trucking. The new Bush administration also stated they would abide by that ruling and open the border.

This ruling means that Mexican trucks, trucks that fail 35 percent of inspections across the border zone, and 50 percent of inspections in Texas, would be free to roam all throughout the United States. Since NAFTA

went into effect in 1994, these trucks have been able to cross into a small NAFTA border zone. The border was scheduled to have been fully opened in December 1995, but due to real safety concerns and the high rate of failed inspections of Mexican trucks, the border was kept closed by the Clinton Administration.

The highly respected and non-political U.S. DOT Office of Inspector General (IG) concluded in a November 1999 report that "Adequate mechanisms are not in place to control access of Mexico-domiciled motor carriers into the United States." In a December 1998 report the IG stated, "We concluded that far too few trucks are being inspected at the U.S.-Mexico border, and that too few trucks comply with U.S. standards." And it has not gotten better since: in 2000 35 percent of Mexican trucks that were inspected were put out of service for significant safety violations. And what's discouraging is that less than two percent of Mexican trucks were inspected.

In addition, since NAFTA was signed in 1993, Mexico has known that it would have to harmonize its trucking laws and regulations with the U.S. and Canada (whose trucks have as good a safety record as U.S. trucks), and yet it has failed to do so. For example, the Land Transportation Standards Subcommittee (LTSS) was created by NAFTA to harmonize transportation standards and regulations by the year 2000. However, even though we are in 2001, Mexico does not have vehicle maintenance standards, roadside inspections, safety rating systems, a drug and alcohol testing program, or hours of service regulations. And Mexico has just started the process of mandating logbooks for record keeping, while the U.S. DOT is in the process of upgrading logbooks to electronic record keeping. Most importantly, Mexico allows trucks upwards of 100,000 pounds on its highways, while the U.S. limit is 80,000 pounds.

Without an adequate inspection system at the border, it is just a matter of time before 100,000 pound, unsafe trucks with drivers who haven't slept in days are driving straight into a tragedy on one of our highways. That's why the Foreign Truck Safety Act is necessary. In addition to mandating the inspection of foreign trucks, the bill would authorize the border states to impose and collect fees on trucks to cover the cost of these inspections. By requiring all trucks to pass inspections before entering the United States, we can help to limit the risks these unsafe trucks pose to our citizens. This country entered into NAFTA in order to better the lives of our citizens. I urge all of my colleagues to cosponsor and help me pass this legislation, because without it, we will simply put our citizens in more jeopardy. Thank you.

COMMEMORATIVE STAMP FOR AVA GARDNER

HON. BOB ETHERIDGE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. ETHERIDGE. Mr. Speaker, I rise today to introduce a concurrent resolution recommending that the U.S. Postal Service issue a

commemorative postage stamp for Johnston County's favorite daughter and one of America's most accomplished actresses, Ava Gardner.

Having grown up in Johnston County myself, I am proud to introduce this legislation in Ava Gardner's memory, not only because she is a famous North Carolinian; but because she touched the lives of thousands around the globe.

Despite her superstar status, Ava Gardner never forgot her humble Johnston County roots. She was born the youngest of seven children of Jonas and Mary Elizabeth Gardner in 1922 and grew up near Smithfield. When she was 13 her family moved to Newport News, Virginia, only to return to North Carolina where she attended high school in the Rock Ridge community and studied at Atlantic Christian College, which is now Barton College, in Wilson.

In the summer of 1941 the Smithfield Herald told the story of Ava Gardner's trip across country to a place called Hollywood. When she arrived there, it didn't take long for the whole world to recognize what the people of Smithfield and all of North Carolina already saw—Ava's remarkable talent. During her career, she starred in 64 films and won many honors including:

A Golden Globe nomination for "Best Actress in a Drama" for "Night of the Iguana" in 1964;

The Academy of Motion Pictures "Merit for Outstanding Achievement—Best Actress" nomination for "Mogambo" in 1953;

And the Look "Film Achievement" award for her performance in "The Hucksters" in 1947.

She was also the first woman from North Carolina to grace the cover of Time magazine. Indeed, Ava Gardner's story is the American Dream.

In addition to her success on the silver screen, Ava was a leader in the fight against cancer and worked tirelessly for more funding for research. She was also a patriot and was recognized by the U.S. Armed Forces for her spirit of public service and her performance as a guest star on the Armed Forces radio network's production of "Victorious Lady."

Ava Gardner was one of America's most accomplished actresses in the 20th century. She led the Hollywood golden age, shared the stage with Clark Gable, Burt Lancaster, and Grace Kelly. She served as a goodwill ambassador to people around the globe and graciously dedicated her fame to the fight against cancer.

Mr. Speaker, Ava Gardner's legacy lives on through her movies and the wonderful Ava Gardner Museum in Smithfield, North Carolina. Being commemorated on a postage stamp is a high honor reserved for remarkable people, places, and even cartoon characters. Surely, someone as glamorous and accomplished as Ava Gardner deserves her own stamp too.